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BIRTHS.

On July 5th, at Shanghai, to Dr. and Mrs. H. COOPER PATRICK, a daughter.

On the 9th July, at Shanghai, to Mr. and Mrs. E. E. W. BIERWIRTH, a son.

DEATHS.

At Shanghai, on July 9th, FELISBINO FRANCISCO DA SILVA, aged 69 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C

LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 17TH, 1911.

It will be with very mixed feelings that the British people generally will receive the news that Lord Kitchener has been appointed to succeed the late Sir Eldon Gorst as British Agent, Consul General and Minister Plenipotentiary in Egypt. When Lord Kitchener returned home after a period of distinguished service as Commander-in-Chief in India, it was universally believed that the Government would provide for him a military post such as his commanding abilities as a born organizer and military leader eminently qualified him to fill. For the country had become seriously alarmed with regard to its unpreparedness for war. Field Marshal Lord Roberts had been freely expressing the most gloomy opinions concerning the nation's military efficiency and urging with all the powers of persuasion at his command the urgent need for a greatly enlarged army. Successive Governments had tinkered with the question with no great success. Consequently when Lord Kitchener's term of service in India expired, all eyes (except those of the Government) were turned to him as being the man the occasion demanded to deal with the problem with success. It pleased the country to learn that the Australian Government had invited the distinguished soldier to visit the

Commonwealth on his way to England, for the purpose of advising them with regard to the organization of Australia's defences, and Lord Kitchener's compliance with this wish gave countenance to the expectation that upon his return to London the Government would offer to him some new War Office appointment affording full scope for the exercise of his unrivalled genius as a military organizer. The hope, however, was grievously disappointed. Lord Kitchener was offered a sinecure in the Mediterranean which H.R.H. the Duke of CONNAUGHT had resigned in disgust, because there was so little to do, and Lord Kitchener answered public expectation by declining to take up the post. Until the King entrusted the distinguished Field Marshal with the responsibility for the military arrangements in Coronation week, his chief occupation (if we may trust the caricaturist) has been the planting of cabbages! He had also become a railway director. Lord Kitchener has been well described as "a natural King," but England, which has sought to emulate China in certain other respects since the present Government has been in office, has well succeeded, in the case of Lord Kitchener at least, in rivalling China in its treatment of its greatest men. The difficulties in the way of giving a distinguished soldier like Lord Kitchener the control over the army that circumstances are stated to warrant, are doubtless very serious, and possibly insurmountable without a grave violation of the constitution; but failing such a position, Lord Kitchener at the present time could scarcely be called upon to occupy a more responsible post than that which he has just accepted. Signs are plentiful enough, it seems, that British influence has weakened considerably during the last few years. Indeed, the last Report of Sir Eldon Gorst, published in May, was politically speaking a frank confession of failure, but the responsibility does not rest upon the late British Agent. Sir Eldon Gorst had the unenviable task of carrying out a policy dictated from Downing Street, which he evidently regarded as wholly mistaken. The Liberal Government has been deliberately reversing the policy followed by Lord Cromer. "The difference of opinion between my opponents, especially those in England, and myself," Lord Cromer said in his farewell speech, "is really not so much one of principle, as one of degree. They wish to gallop, I consider that a steady jog-trot is the pace best suited to advance the interests of the country. It is a pace which has done us good service in the past. I say it should be continued, never relaxing into a walk or breaking into a gallop; and my strong conviction is that if the pace be greatly mended a serious risk will be incurred that the horse will come down and break its knees." But no sooner had Lord Cromer left Egypt than the Government ordered a gallop. They determined on accelerating the progress towards self-government by the Egyptians, with the result that Lord Cromer's prediction is being clearly fulfilled. In Sir Eldon Gorst's remarkable Report he says "the conclusion to be drawn is that the policy of ruling this country in co-operation with native ministers is, at the present time, incompatible with that of encouraging the development of so-called representative institutions." And in dwelling upon the reasons of the failure, Sir Eldon Gorst wrote: "In my view the principal and sufficient reason has been that from first to last the adoption of this policy has been attributed both by the Egyptians and the local European Colonies to weakness, to an attempt to pacify the nationalist agitation by ill-timed concessions, and to an intentional diminution of British authority." While he goes on to speak of "the manifest absurdity of this 'legend'—(not so manifest, by the way, to many competent authorities who have since discussed the Report)—Sir Eldon Gorst lays it down that it unquestionably is "the chief cause why our recent policy has not produced the results which might otherwise have reasonably been anticipated from it," and he adds that the course for the immediate future is fairly simple and obvious. "We have to make the Egyptians understand that his Majesty's Government do not intend to allow themselves to be hustled into going further or faster in the direction of self-government than they consider to be in the interests of the Egyptians themselves. Until this elementary lesson has been thoroughly learnt, no proposals for further developing the Legislative Council can be usefully entertained." It is clear from this that Great Britain needs an exceptionally strong man at the helm, and in the former Sirdar of Egypt we have one who goes to the post with an intimate knowledge of the Egyptian people and the country's needs, and certainly one who possesses the necessary force of character to teach the Egyptian people the lessons which his two predecessors declare they need to thoroughly learn.

The German Mail of the 15th June was delivered in London on the 14th July.

The statue of the Duke of Connaught opposite Blake Pier is being put on a new pedestal.

The owner of a bicycle shop at No. 9, Canton Road, Kowloon, has reported the loss of a machine to the police. He hired the bicycle out, but the man who took it did not return it.

Seven samples of milk were examined by the Government Analyst under "The Sale of Food and Drugs Ordinance, 1899" for the quarter ended June 30th, and all were found to be genuine.

It is reported that Mr. J. H. Kemp's successor as Registrar of the Supreme Court is Mr. H. A. Nisbet, who is on his way to Hongkong from the Windward Islands, where he has been Registrar of the Supreme Court since 1902.

A statement of the approximate traffic on the British section of the Kowloon Canton Railway is published in the *Gazette*. It shows that from May 28th to June 30th the total number of passengers by the railway was 30,213, while coaching realised \$9,726.67 and goods \$1,426.04, showing a grand total of \$11,152.71. This amount, plus the previous total of \$93,813.51, brings the earnings of the railway up to \$104,976.01.

His Excellency the Governor has, with the approval of the Secretary of State for the Colonies, been pleased to appoint Mr. R. O. Hutchison to be superintendent of Imports and Exports, with effect from July 4th. Mr. D. W. Tratman, his predecessor, has been appointed to act as District Officer for the Northern District of the New Territories.

A painful sensation was created in Tientsin on the 6th inst. by the suicide of Mr. H. Henry, manager there of the Vacuum Oil Co., who shot himself in his quarters adjoining the office sometime during the night of the 5th, or early in the morning of the 6th inst. No sufficient cause could be ascertained for the desperate act, and the Coroner, Mr. Vice-Consul Porter, found a verdict of suicide whilst of unsound mind. Deceased was only 30 years of age.

The Colonial Treasurer's financial statement for the month of April shows the balance of assets and liabilities on March 31st to have been \$1,784,857.38, and this amount, with the revenue for April, which totalled \$591,174, shows a sum of \$2,376,031.38. Deducting the expenditure for April, \$860,256.05, the balance stands at \$1,515,775.32. The total assets of the Colony on April 30th were \$7,285,177.90, and the total liabilities \$5,769,402.58.

Before Mr. Wood at the Magistracy on Saturday a Chinese was charged with assaulting an Indian constable. While the latter was endeavouring to arrest a hawker the defendant threw a brick at him, striking him on the forehead. He also endeavoured to deprive the constable of his whistle, and in a struggle tore his uniform. His Worship sentenced the defendant to one month's imprisonment, and ordered him to pay \$3 compensation, in default, another seven days.

At a recent meeting of the Kalaang (Amoy) Municipal Council, the artesian well contractor was present and informed the Council that he found it impossible to continue boring on the present site, and that he could not guarantee that even if given a fresh site he would be successful. The question of what action shall be taken in the matter was left over for further consideration.

The July Criminal Sessions open at the Supreme Court to-morrow morning. The following cases have been set down for trial:—Wong Chau and Wong Kam, robbery and receiving stolen goods; Lai Yau, kidnapping; Chin Kam, administering drugs; Wong Lam and others, robbery and receiving stolen goods; Leung In Wai, robbery; Young Nam and Wong Yau, kidnapping, two counts; Chau Tann and Chan Wing, armed robbery and receiving stolen goods; Li Yau and Lo Pan, robbery (two counts), and attempted robbery.

THE HIPPODROME CIRCUS.

There was a complete change of programme at the Circus on Saturday night, and as large an attendance as has filled the marquee for the season. A large number of men from the Indian regiments were present, and they as well as the other spectators accorded the clever performers a noisy ovation. On the vertical ropes Signor Serra was as agile as a monkey, and the many daring feats he accomplished were manifestly appreciated by his audience. Dicky and Bells Bell's clever staircase hand balancing turn was a feature of the performance, and Miss Marie gave an excellent exhibition on the silver wire. The irrepressible Rococo caused the spectators to laugh with him and laugh at him, while the clever little Lars Sisters gave a novel performance on the double trapeze. The Mysore Troupe gave another of their entertaining acrobatic displays, and Dicky Bell and Master Willie Jenkins gave a good exhibition of jockeyship. Professor G. Urban, in addition to his famous lion act, gave another indication of his skill in controlling wild beasts by introducing a Bengal tigress. He displayed the same fearlessness with stripes as he did with his family of lions, and the tigress jumped through flaming hoops and did other acts which displayed the master hand of the trainer.

This week the management intend to increase interest in the performance by introducing a number of sparring matches between the best pugilists available.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ANGLO-JAPANESE ALLIANCE.

THE REVISED TREATY.

London, July 15th.

The revised Anglo-Japanese Agreement was signed in London on the 15th inst.

The Agreement contains an additional clause worded as follows:—"Should either party conclude a Treaty of General Arbitration with a third Power it is agreed that nothing in this agreement shall entail upon such party the obligation to go to war with the Power with whom such Treaty is in force."

The preamble to the Agreement says:—"The British and Japanese Governments, having in view the important change in the situation since the Agreement of 1905, believe that revision responding to such changes will contribute to general stability and repose."

The Agreement comes into force immediately and will remain in force for a period of ten years.

There are no other modifications to the Agreement with the exception that the article recognising Japan's paramountcy in Korea is omitted.

THE MODIFICATIONS.

London, July 16th.

It has been agreed that the following stipulations regarding the Anglo-Japanese Treaty of 1905 should be published:

Clauses a, b, and c in the preamble remain unaltered.

Articles 1 and 2 remain unchanged.

Articles 3, 4 and 6 are omitted.

Article 5 becomes Article 3.

Article 7 becomes Article 5.

The new clause referring to arbitration is Article 4.

Article 8 becomes Article 6 and is unchanged except for the words, "Subject to the provisions of Article 6."

SATISFACTION IN GREAT BRITAIN.

London, July 16th.

The Japanese Treaty is welcomed by all parties in Great Britain. Some of the papers emphasise it as a happy outcome of the Imperial Conference. It is universally regarded as paving the way for Anglo-American arbitration and the general extension of the principle of arbitration, while at the same time confirming our friendship with Japan and maintaining peace in the Far East. The omission of references to Korea and Great Britain's right to take measures to safeguard her Indian possessions are regarded as due to facts rendering them superfluous.

AMERICAN SATISFACTION.

London, July 15th.

A Washington message states that President Taft has expressed his gratification at the signing of the Anglo-Japanese Alliance. The State Department, he said, was greatly pleased and believed there would be no obstacle to the Senate ratifying the Anglo-American Arbitration Treaty when it was submitted.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE PRESS OPINIONS.

Tokyo, July 16th.

The Tokyo Press is deeply concerned over the leader which appeared in "The Times" advocating the modification of Article 2 of the Alliance in view of the Anglo-American Arbitration Treaty. This would absolve England from coming to the assistance of Japan in case of war.

Tokyo, July 16th.

The newspapers have been taken by surprise with regard to the Treaty, and discuss it cautiously.

The *Asahi*, in a reference to the suggested arbitration with America, said that Japan is willing provided America will recognise her privileged position in Manchuria.

The *Jiji* is optimistic, and considers that the Anglo-Japanese position has been clearly defined and strengthened.

[THROUGH REUTER'S AGENCY.]

LORD KITCHENER.

APPOINTED BRITISH AGENT IN EGYPT.

London, July 15th.

Lord Kitchener again made a long call at the Foreign Office. It is believed that his appointment to Egypt will be announced early. It is understood that the status and emoluments of the position have been increased.

London, July 16th.

It is officially announced that Lord Kitchener succeeds Sir Eldon Gorst.

ADMIRAL TOGO AT ROSYTH.

London, July 14th.

Admiral Togo has proceeded to Fife, and will inspect Rosyth naval base.

CHINESE CRUISER LAUNCHED.

London, July 14th.

The Chinese cruiser "Yingwei," of 2,400 tons displacement, has been launched at Barrow.

Miss May Lin, daughter of the Chinese Minister to London, performed the christening ceremony.

BISLEY RIFLE MEETING.

London, July 15th.

At Bisley Rifle Meeting yesterday the shooting for the Elcho Shield was concluded, the scores being: England, 1644; Ireland, 1618; Scotland, 1583.

THE MACKINNON CUP.

This competition resulted as follows:—
Canada 1581
England 1569
Ireland 1544
Scotland 1540
New Zealand 1509
Queensland 1499
South Africa 1487
India 1436

QUEEN MARY'S PRIZE.

Corporal Gebbie, of the 4th Scots Greys, has won Queen Mary's Prize with an aggregate of 154.

London, July 16th.

After the announcement of Corporal Gebbie's victory Lance-Corporal Clarke of the Fifth Lincolns claimed another shot. This was allowed and Clarke, whose score totalled 156 points, was declared the winner.

THE TURF.

RESULT OF THE ECLIPSE STAKES.

London, July 15th.

The race for the Eclipse Stakes took place yesterday and resulted as follows:—
Swinford 1
Lemberg 2
Pietri 3

Betting:—11 to 10 on Swinford, 9 to 4 against Lemberg, 100 to 6 against Pietri. Seven ran. Charles O'Malley did not start. Won by four lengths, four lengths between second and third. Swinford was first away and led throughout.

LIVERPOOL CUP.

Following is the latest betting on the Liverpool Cup—5 to 1 against Decision, 6 to 1 against Persat, 7 to 1 against Endorus and Atty, 100 to 6 against Star of Doon, 100 to 7 against Rathla.

STEWARDS' CUP.

Following is the betting for the Stewards' Cup—100 to 8 against Cigar, 100 to 6 against Iron Mask I., and 20 to 1 against Levanger.

AMATEUR LONG SWIMMING CHAMPIONSHIP.

WON BY A NEW ZEALANDER.

London, July 16th.

The New Zealander, Champion, won the English amateur long swimming championship on the Thames, covering the five miles in 1 hour 6 minutes and 11 seconds. Bettors by was second, his time being 1 hour 6 minutes 25 seconds. There were thirty competitors.

CANADA AND JAPAN.

London, July 16th.

The Foreign Office publishes the exchange of notes between Sir Edward Grey and Mr. Kato extending for two years from July 17th, the Article in the Anglo-Japanese Commercial Treaty of 1894 so far as concerns favoured-nation treatment between Japan and Canada.

AVIATION FATALITY.

London, July 16th.

The aviator Paillole while flying at Algiers fell and was killed.

[THROUGH REUTER'S AGENCY.]

KING LAYS FOUNDATION STONE OF WALES NATIONAL LIBRARY.

London, July 16th.

His Majesty the King, in laying the foundation stone of the National Library for Wales at Aberystwyth, said that Wales had always displayed remarkable energy and self-sacrifice in the furtherance of moral, intellectual and aesthetic ideals. The Library will reflect every phase of the national life and industries.

THE MOROCCO PROBLEM.

London, July 15th.

A further 500 Spanish troops have landed at Larache. Franco-Spanish incidents continue daily. At Alcazar on Wednesday the Spaniards arrested the French Consul's servant in his master's doorway, and the Consul has been unable to obtain his release.

The French newspapers are dropping hints that the Franco-German conversations about Morocco turn upon the German demands for compensation in Gaboon (West coast of Africa) or in French Congo.

Many of the Liverpool shipping companies have decided as a result of the recent strike to advance passenger rates and possibly freights. Passenger tickets to the United States and Canada would be increased by five to ten shillings.

PASSENGER RATES INCREASED.

London, July 14th.

From Ottawa it is reported that fresh fires are breaking out in various places in Northern Ontario. The town of Matheson with a population of 2,300 is doomed to destruction.

DEVASTATING FIRES IN CANADA.

London, July 13th.

All Tuesday afternoon and night men in a terribly burned condition entered Golden City. Several had their faces disfigured, many had bones charred, and one man had both arms burned to the elbow. He died soon after arrival.

Across Lake Temiscaming on the Quebec sides fires are raging as far as the eye can see.

It is reported from Washington that France has expressed her readiness to sign an arbitration treaty with the United States similar to the Anglo-American Treaty, and that possibly both Treaties will be signed simultaneously.

NATIONALISTS RETURNED UNOPPOSED.

London, July 16th.

Mr. Timothy Healy and Mr. John Meldon have been returned unopposed for North East and East Cork respectively.

OBITUARY.

London, July 16th.

Lord Bellow, a large landowner in Ireland, is dead.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE DEAL IN NEWSPAPERS.

Tokyo, July 15th.

Japan has purchased the "Shanghai Times" as an offset to the Sino-American "Daily China Press" to be published in August.

THE TYPHOON.

Nearly all day on Saturday the red signals indicating a typhoon to the South East of the Colony were displayed in the harbour. When these were exchanged for black signals late in the afternoon, the harbour soon became clear of small craft. Yesterday the signals were changed to indicate that the typhoon had passed to the East. The warning from Manila described the typhoon as W. of Bushi Channel, moving N. W. or N. N. W. The Hongkong Observatory announced it to be east of Prates and travelling in the direction of Swatow. It would probably strike the land sometime during the night.

Presumably the French Mail steamer from the North will have encountered the typhoon, and in that case her arrival with the Siberian Mail will most likely be delayed.

All day yesterday the black signal remained hoisted, and at sunset gave place to the green, red green night signal, which indicated that the typhoon was still within the 300 mile radius.

The weather was anything but promising, the native and small craft sought shelter, and the larger vessels in port prepared for an emergency.

RANDOM REFLECTIONS.

Last month we were growling about the excessive heat. This month most people are ready to admit that the weather is not as warm as they expected. Certainly the thermometer has been very low for July, a fact which has added considerably to the pleasure and comfort of life. It has not been so in other parts of the world. From America come reports of a return of the heat wave, and forest fires and cases of sunstroke are extensive and numerous. Even in Great Britain the thermometer registered a greater heat than in Hongkong. And yet they say, "Oh! to be in England." But, then, there is not the same humidity in the atmosphere in England. It is that which oppresses us here.

Moonlight picnics were in vogue at the early part of the week, and turtle hunting has induced a few to brave the discomforts of keeping awake on a mosquito-infested shore in the hope of finding one of these animals on the shore. I have heard it said that many of these sportsmen become quite tender hearted after sundry refreshments and decline to deprive the harmless creature of its liberty and its life.

Talking about bathing parties reminds me that I have heard several complaints about the inconsideration of male oysters who do not make sufficient use of the awnings or who are inadequately provided in this respect. Hongkong as a rule does not worry a great deal about Mother Grandy, but there is an understanding that the conventions should not be too openly defied.

It is now some three months since the shareholders of the Green Island Cement Company appointed a commission to make inquiry into the affairs of the Company, and yet nothing has been made public as to their doings or their findings. The Hon. Mr. Osborne and Mr. Cowland have both left the Colony, and the Hon. Mr. Pollock and Mr. Noble are the only members of the commission here. Have the commission suspended inquiries, or are they merely considering their report?

I notice that the statue of the Duke of Connaught is being put on a new pedestal. While the authorities are giving some thought to our local statues would it not be a good idea to have appropriate inscriptions placed on each of those adorning Royal Square. The statues lose their value for succeeding generations when they do not indicate whose they are and by whom they were given. Inscriptions in English and in Chinese should be added to them.

The industrial world of Hongkong seems to be in somewhat of a ferment at present. The various guilds or trade combinations of the Chinese have been active in more than one department. We have heard of their attitude in the printing trade, and now the shipbuilders are following the example of the proletariat of Europe by going on strike. After all, the Oriental has not a great deal to learn of Western methods. Most of them seem to come quite natural to him.

Notwithstanding the Anglo-Japanese understanding we may still be allowed to smile over the following joke and the blisful sense of humour enjoyed by the journal in question. The *Manchurian Daily News*, a Japanese newspaper printed in English, interpreted the classic boat race telegram as follows: "The Oxford defeated the Cambridge by 24 lengths. The Oxford was stroked by Chigwin, the White-Eyed Kaffir—a Rhodes scholar." This was too good for Punch, in whose columns it appeared without comment. But the *Manchurian Daily News* improves upon the joke with the following note: "We flatter ourselves that our journal published by Japanese and without English help in an outlandish part of the earth should already receive recognition from a paragon of the London journals such as the *Punch* is, even though the compliment was paid on the score of our own specialty, for which we make bold to challenge any English contemporary to emulate."

"An why are ye no at the Kirk, Macphairson, instead of growling on the Sabbath?" asked one friend of another on the local Golf links. "The Kirk" was the reply, "why, man, are there no sermons in golf balls as well as in stones?" Which came the driver through the air, and—exclaimed the fooler as he saw the ballstriking undisturbed, "Tush, tush," said the friend in a whisper, "there's a padre just behind ye." "Eh, what?" and a deep silence fell upon the jolly Macphairson and embarrassment overspread his countenance. Play proceeded. Macphairson and the padre were subsequently introduced at the pavilion. "Fine day," said Macphairson, by way of beginning a conversation in which perhaps he hoped to introduce a word of apology for offending the lips of the padre in response, and his visage remained stern and reproving. The conversation had terminated. "You didn't have much to say to each other," said the mutual friend to Macphairson presently. "No," responded the jolly one, "I spoke civilly enough to him, but he only gave a grunt, the unforgiving beggar! But what is a padre doing here on the Sabbath, I should like to know? If he had been at his kirk he wouldn't have heard the language of the golf course." That was conclusive, and the jolly one was left to learn Moore about it on another occasion. Entire none, the padre was not a padre "within the meaning of the Act," but may it not be said that the little joke was an excellent sermon?

ROBERT R. RANDOLPH.

THE CORONATION

THE SCENE IN THE ABBEY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 22.

"God save King George! Long live King George! May the King live for ever!"

Thus did we acclaim the crowning of King George the Fifth in Westminster Abbey today. Here in this sacred edifice which has witnessed the coronation of nearly every sovereign of England since William the Norman, King George was crowned monarch of an Empire upon which, it is our proud boast, the sun never sets. Sir John Anderson, the Governor of the Straits Settlements, represented the Far Eastern Colonies, and our own particular Colony was represented in the persons of Sir Paul Chater and Mr. H. Keewick. From my lofty position in the Abbey, for we members of the foreign and Colonial Press were well placed, I looked everywhere for your representatives, but nowhere in that distinguished assemblage of fair women and brave men could I find either.

Within the Abbey there were upwards of seven thousand people, but not more than half that number—if so many—saw the actual crowning. For my own part, I was exceedingly fortunate. Not only did I see the entry to the Abbey of all the royalties, but I had an excellent view of the whole of the coronation ceremony.

When I arrived, there were already a number of persons in their seat in the north transept, within what was described in the service as the theatre of the coronation. In the other transept were the peers. Behind these representatives of the highest Orders in the land, rising in high tiers to the triforium, were ladies and gentlemen in Court attire. The scene was enchanting. The pretty costumes of the women and the wealth of colour in the uniforms, military, naval, civil and diplomatic, outshone the sombre attire of the few individuals who were not entitled to wear uniform.

While we waited, the well-known face of Lord Charles Beresford here in sight above a purple mantle, which, I was informed, he wore as a Knight of Malta, but for all I know, may have been the mantle of the Order of the Bath. Whatever it was, it seemed to prevent the free movement of the breezy admiral. He tacked and looked and filled, for he had the bulk of a dowager and required a lot of seaway. As he started to climb to his seat in the North Transept he tripped upon his mantle and heavily fell upon his sun-burned nose, and one imagined he let out a hot expletive for those who were within easy hail broke into the broadest of broad smiles. As he settled into a miniature chair, he gave a sigh of relief and was soon exchanging cheery smiles with his numerous friends.

In a section of this transept, opposite to us, were the judges in wig and scarlet robes, so placed that their disgraced wigmaking were unable to see anything of the real ceremony and only caught a fleeting glimpse of the various processions as they emerged from the nave into the choir and thence to the coronation. Well placed in the corner beneath them were the members of the Government, and in the opposite corner, on the right of the altar, was the Royal box, subsequently filled by the members of the Royal Family. The foreign Royalties occupied seats in the choir, while the band and choristers were in what was termed the orchestra, above the choir.

At nine o'clock, by which time all privileged people were in their places, the soft strains of music pervaded the sacred precincts. The Dean of Westminster and his Canons had entered the Jerusalem Chamber and brought the twelve pieces of the Regalia into the courtyard. These consist of the Queen's Sceptre, the Queen's Ivory Rod, Sceptre with Cross, Sceptre with Dove, Ampulla and Spoon, St. Edward's staff, Orb with Cross, Paten and Chalice, Holy Bible, Queen's Crown, Imperial Crown, and St. Edward's Crown. Headed by the Dean's beadle, the musicians playing trumpets and trombones and the choir singing, a great procession of clericals and officials passed through the cloisters and into St. Edward's Chapel, where the Regalia was laid on the altar. Here the consecrated oil for the King's anointing was added, and then the procession passed down the Abbey with the Regalia and through the west entrance into the annex, there to await the arrival of the various officers of State appointed to carry them in the Royal processions.

Rain began to fall outside, and it became so dull in the Abbey that we feared that the coronation ceremony would take place in gloom. Cheers announced the approach of the foreign princes and princesses. It was impossible for us to distinguish faces, but none had a better chance of seeing in all their beauty the magnificent trains of the foreign princesses, supported by their ladies-in-waiting until they reached the entrance to the choir. Processional music was played by the orchestra as the Crown Prince and Crown Princess of Germany, the latter wearing a long pink train, emerged from the annex and led the gorgeous procession up the aisle. The spectators rose, and their bows were acknowledged by the Princesses as they passed. This was a long procession, prolonged by the trains of the princesses and their ladies-in-waiting. At the end marched a group of princes accompanied by princesses, including Prince Tsai Chen of China, Desrajath Kassa of Ethiopia, and Prince Chakrabongse. Princess Higashi Fushimi of Japan gracefully returned the bows and curtsies of the spectators.

It was now 10.30, and the sun burst through the clouds and filled the Abbey with a blaze of light. Diamonds on ladies' heads and breasts threw scintillating flashes across the nave, gold braid and sword knots and buckles reflected the shafts of light that pierced the stained glass window panes, and smiles speedily chased away the gloom that had threatened to rob the ceremony of some of its splendour.

Soon further cheers were heard. "These heralded the approach of a cavalcade—this time the members of the Royal Family."

A thrill of expectancy passed through the spectators. Once more the processional music swelled out. Bluenant Pursuivant and Rouge Croix Pursuivant emerged sedately from the west entrance. Then came two officials, and behind them, stepped forth a slim, fair-haired boy, clad in the blue robe of a Knight of the Garter. It was His Royal Highness the Prince of Wales, his train borne by the youthful Lord Ashley and his coronet by the venerable Lord Revelstoke.

The young Prince was flushed with excitement. He bore himself with boyish reserve, darting his glances at the benches of bowing ladies and gentlemen and returned their courtesies, but he walked with a firm and manly step and carried himself so well as to arouse the outspoken admiration of a lady near me.

Following the Prince of Wales came his three brothers, Prince Albert in naval cadet uniform, and Princes Henry and George in Stuart tartan kilts. Princess Mary, simply dressed in white, with a pale blue ribbon on her breast, walked up the aisle attended by Lady Bertha Dawkins. The young Princess carried her own tiny coronet. The Prince of Wales had been conducted to a seat to the right of the throne, and Princess Mary and his three brothers (Prince John was not present) made obeisance to him as they passed on their way to the front seat in the Royal Box. Here Princess Mary sat with her coronet on her lap like all the other princesses and peeresses. The Duchess of Connaught and Princess Patricia walked side by side, their trains being borne by Miss Evelyn Pelly and Miss Clementina Adam, and their coronets by Major Malcolm Murray and Captain the Hon. Miles Ponsonby.

The Duke of Connaught, Prince Arthur of Connaught and Prince Christian of Schleswig-Holstein, being in the King's procession from Buckingham Palace to the Abbey, were escorted on their arrival to their respective places, the Duke of Connaught being on the right of the Prince of Wales.

Before the members of the Royal Family had reached their places, the boom of distant guns and the clanging of bells informed us that the State Procession, with the central figures in the day's ceremonial, had left the Palace, and soon the rolling cheers of the loyal populace announced the arrival of the King and Queen at the Abbey.

A wealth of melody flooded the Church as their Majesties entered by the West door. As they advanced up the nave into the choir, the choristers in the orchestra sang Sir Hubert Parry's fine anthem: "I was glad when they said unto me, Let us go into the House of the Lord." This work was composed for the coronation of the late King Edward, and it is remarkable for its breadth and majesty. The traditional "Vivats" of the Westminster scholars are introduced into this anthem, and as the Queen passed first from nave to choir their youthful voices, from orchestra and triforium (where they had overflowed), rang out with praiseworthy vigour and precision as they gave their "Vivat Regina Maria! Vivat Rex Georgius!" repeated again as the King made his progress up the nave.

The Queen was preceded by a long procession of dignitaries, the more noticeable being the Standard Bearer and the bearer of Her Majesty's Regalia. The Duke of Devonshire bore her crown, and walked immediately in front. Her Majesty looked very calm and collected as she made her stately progress up the nave. She turned from side to side to acknowledge the obeisance of her subjects. Her long blue robe, covered with gold embroidery, was borne by the Duchess of Devonshire, but three young ladies dressed in white walked on each side to assist in supporting the robe. Her Majesty's neck and breast were covered with diamonds, whose facets sent a constant ripple of light through the shadows of the church. She was conducted by high ecclesiastics to her chair near the altar and to the right of King Edward's Chair, upon which the coronation of the King was to take place. Beneath this Chair is the Stone of Destiny on which the Kings of Scotland used to be crowned. As she passed the Prince of Wales Her Majesty bowed. Turning over her copy of the service, she glanced occasionally towards the choir, through which the King had to pass.

With slow and measured tread and dignified demeanour, looking every inch a king, the uncrowned monarch walked up the nave. He was preceded by the Bearer of his Regalia and other officials, clerical and lay, among whom, as sword-bearers, were Field-Marshal Lord Roberts and Field-Marshal Lord Kitchener. St. Edward's Crown was carried by the Duke of Northumberland, and immediately in front of the King, the Bible was carried by the Bishop of Ripon.

His Majesty wore his crimson Robe of State, the Collar of the Garter, and the crimson velvet Cap of State. His train was borne by pages, the Earl of Airlie, the Marquess of Hartington, the Lord Romilly, Viscount Cranborne, A. E. Lowther, Esq., Hon. E. G. W. T. Knollys, V. A. C. Harbord, Esq., and W. H. E. Campbell, Esq., assisted by the Master of the Robes, Viscount Chesham. The Bishop of Durham walked on his right and the Bishop of Bath and Wells on his left.

Fixing his gaze in front, His Majesty did not seem to notice the obeisance of the serried lines of courtiers. When he came to the Queen's chair he passed to bow, Her Majesty gracefully inclining her head to her liege lord. After their Majesties had knelt in prayer, the King was led forward by the Archbishop of Canterbury, and what is designated "The Recognition" was then performed. Turning to each of the four sides, the venerable prelate said in a voice which penetrated clearly to the most distant portions of the Abbey: "Sir, I here present unto you King George, the undoubted King of this Realm: Wherefore all of you who are come this day to do your homage and service, Are you willing to do the same?" To which we shouted, "With willingness and joy."

"GOD SAVE KING GEORGE!"

The religious portion of the service followed, the brief sermon being preached by the Archbishop of York. The Archbishop of Canterbury having administered the Oath to His Majesty, the King's crimson robe and cap of state were taken off, and having first knelt at the altar he was conducted to King Edward's Chair, which was in the centre of the theatre, facing the altar. Here he was anointed with Oil, the choristers singing Handel's impressive anthem, "Zadok, the Priest," and afterwards "God Save the King!"

Thereafter, the King was invested with the various pieces of the Regalia, and finally the Archbishop placed St. Edward's Crown upon the King's head. At once, and from all parts of the Abbey, there arose shouts of "God Save the King!" The peers placed their coronets upon their heads, and from the orchestra came the joyful strains of Sir Frederick Bridge's new anthem, "Rejoice in the Lord," composed for the occasion, and based upon the melody of Luther's famous chorale (sung in its entirety during the Regalia procession), "Ein feste Burg ist unser Gott."

A signal that the King was crowned was made to the people outside the Abbey. Ringing cheers resounded from the grand stands, and the strains of the National Anthem penetrated the Abbey. The bells rang out a merry carillon, and cannon boomed out from the Tower of London the news that George V. had been crowned King. The actual moment of crowning was 12.53, and the whole ceremony was finished well ahead of time.

The Holy Bible having been presented and the Benediction pronounced, the King proceeded to the Throne and was lifted into it by the Archbishop, Bishops and Peers.

Then followed the Homage, first by the Archbishop and then by the Prince of Wales, the Duke of Connaught and the senior peer of each order. This was done by kneeling at the foot of the Throne and taking off the coronet, ascending the Throne and kneeling on the top step while promising fealty, touching the Crown on the King's head and kissing his left cheek. There was a touching incident as the Prince of Wales did homage, the King bending forward and kissing the Prince. The Duke of Connaught slipped as he was about to kneel at the foot of the Throne, and a prelate darted forward to support him, but the Duke quickly recovered himself and ascended the steps. Homage having been done, the drums rolled, the trumpets sounded and the Westminster boys led us in shouting: "God save King George! Long live King George! May the King live for ever!"

The crowning of the Queen was a much shorter ceremony. When the crown bearing the famous Koh-i-nor and Cullinan diamonds was placed upon her royal head, the royal princesses and peeresses also assumed their coronets. Her Majesty then went to the altar and was afterwards enthroned, stopping at the foot of the Throne to bow reverently to the King.

Both their Majesties then partook of communion at the altar. This was a long ceremony. The congregation was enjoined to kneel where possible, but most of us seized this opportunity to partake of the refreshments in tabloid form which we had smuggled into the Abbey. One of the judges brought confusion on himself and raised smiles in his neighbourhood by dropping a bottle which evidently contained something more sustaining than water. We in the triforium exchanged ham sandwiches for acid drops and beef tea tabloids before hastening out to the Broad Sanctuary (irreverently styled "the timber yard" by a Canadian confrère) to witness the departure of the King and Queen and the members of the Royal Family.

So ended a memorable ceremony, the like of which we do not wish to see for many a long day—

VIVAT REGINA MARIA! VIVAT REX GEORGIUS!

THE ILLUMINATIONS IN LONDON.

[FROM "THE TIMES."]

In the last hour of daylight a cool wind and occasional showers of drizzling rain did not promise well for the crowd's enjoyment of the illuminations. But they were a most patient and orderly crowd, with the exception of a few bands of foolish boys and girls, who marched about making discordant noises on unmusical instruments, and possibly as a reward for their virtue the threatened deluge cleared off.

It was a wonderful finish to a wonderful day. At 8 o'clock, after an interval of about four hours, everything on wheels was once more banned and banished from the area of Central London. From Kensington to Aldgate, from Oxford-street to the Thames, the man in the street had come into his own. He was master of all he surveyed—except the police and the huge crowds in which, as an individual, he was a feeble and insignificant unit.

Men, women, and children, they were all worn out by the fatigue and excitement of the day. Most of them had been on their feet since the early morning. For at least 12 hours

they had been crushed and jostled and swayed to and fro in passive impotence. At the critical moments they had stood on tiptoe to see the King pass by to his crowning and back again to his Palace. It had been one long strain and discomfort, which would to many of them have been almost unendurable but for the constantly changing succession of splendid sights that had passed all day before their eyes.

But the end was not yet. There was still something to see for the sake of which it was worth while to drag their tired limbs for several more hours along the unyielding streets. As the evening wore slowly on towards the lingering darkness of the night the crowd seemed always to be growing more dense, spreading itself right across pavement and roadway, where already there was no room to turn, the shuffle of those swarms of tired feet, as the two solid streams flowed in opposite directions side by side, sounding like the retreating undercurrent on a shingly beach, never quite drowned by the waves of excited talk. And when at last, shortly before half-past 8, the illuminations shone out one by one on the upturned faces of the moving mass below, London suddenly was a Midsummer Night's Dream of rare and wonderful beauty.

No one was tired now. Oxford-street, Regent-street, Bond-street, Piccadilly, St. James's-street, Pall-mall, Trafalgar-square, Whitehall, the Strand, Fleet-street, Ludgate-hill, Chancery—all the streets, whose familiar names spell home to millions of Englishmen whose lives are cast in the outposts of the Empire, as well as to the true Londoner twinkled and glittered with myriads of many-coloured lights. It was Cinderella's hour. Nothing mean or unlovely was to be seen in the very capital of the Empire. With a touch of her wand the fairy godmother electricity had turned her into a ravishing princess. She was crowned with light, as King had been crowned earlier in the day. From end to end of the Central District and far beyond it hardly a house but showed some sign of the universal rejoicing. For rejoicing was the keynote of it all, shown forth in the primitive instinct of the human race that lights the bonfires on the hills and candles on Christmas-tree and birthday-cake.

A WONDERFUL DISPLAY.

There were many tongues of fire in this great bonfire of London. Steadily and clearly it blazed through all the town. From Hyde Park-corner to St. James's-street two strings of golden jewels stretched on each side of Piccadilly with loops of silvery lights pendant below. Everywhere there were glittering stars and transparencies and torches and crowns and the initial letters of King George's and Queen Mary's names in innumerable lights of gold and silver and purple and red and blue. At the Wellington, Argyll House, Lord Rothschild's, the Naval and Military, Mr. Burrell-Cortis's, and the other big houses and clubs, roof and wall and door and ledge and window were outlined with tiny globes of white-hot flame. The West-end shops, great and little, in Oxford-street, Regent-street, and all over London, joined worily in the general scheme. So did the big hotels, the Carlton, the Eton, the Savoy, the Cecil, and the rest. In St. James's-street and Pall-mall the clubs in the Strand and Shaftesbury-avenue and the Haymarket the theatres, in Cockspur-street the shipping companies, in Fleet-street the newspaper offices, and in the heart of the City the Mansion House, the Bank, the Exchange, and the insurance offices, all combined in one great flare of illumination the like of which London has never seen before.

The shining of it all, under the quiet sky that from dull grey gradually darkened after 10 o'clock till it seemed almost black, was wonderful. There were, of course, some awkward and alarming moments at different places in the course of the evening, but on the whole the crowd, admirably shepherded by the police, was sensible and self-restrained. They felt, unconsciously perhaps, the greatness of the occasion, and were determined, each man for himself, that nothing is to be beheld should mar the final act of the capital's rejoicing on the Coronation Day of King George.

THE PRINCE OF WALES PROMOTED.

RATED A MIDSHIPMAN.

The Admiralty make the following announcement on the evening of the 21st ult.—

"Naval Cadet His Royal Highness the Prince of Wales, K.G., has been rated a Midshipman in His Majesty's Fleet, with seniority of June 22, 1911."

It will be noticed, says *The Times*, that the date upon which the Prince of Wales is to be rated a midshipman is that of the Coronation, but as the Prince was born on June 24, 1894, it is only one day before his 17th birthday. He passed the qualifying examination for the Navy in April, 1907, and entered Osborne College on May 1 of that year. He completed his period of instruction at Osborne in April, 1909, and joined the Britannia College at Dartmouth in the following month.

Had the usual practice been followed in the case of the Prince of Wales, he would, like other cadets on leaving Dartmouth, have gone for a short cruise in a training ship before being rated midshipman. There are, however, unusual calls upon his time this year, and if such a cruise is to be made it may come later on, perhaps when his brother Prince Albert has completed his studies at Dartmouth. As it is, the Prince of Wales will to-day ship the white patches on the collar of his jacket which ever since George I. instituted uniform for officers of the Executive branch in 1748 have been the distinctive mark of midshipmen of the Royal Navy.

The King himself, it may be remembered, was not 15 years old when he was rated midshipman in January, 1830, on board the *Bacchante* in that memorable cruise in which he first visited the Dominions over which he now rules.

BIJOU SCENIC THEATRE.

Entertainments are not too plentiful in Hongkong just now, but one of the best is undoubtedly the Bijou Scenic Theatre in Wyndham (Flower) Street. There, any night in the week, the resident or visitor can enjoy an amusing and instructive performance of two hours' duration. Excellent and diversified films, humorous and tragic, are flashed on the screen, and a number of good pictures of the Coronation celebrations in Hongkong are displayed. One of these shows His Excellency the Governor and party about to board the admirably-decorated tramcar en route to the review at Happy Valley, and at the Valley itself the spectator gazes upon life-like pictures of the evolutions of the troops. The programme is varied during the evening by the appearance of two clever actresses, Miss May Maxwell and Miss Violet Bonnetta. The sentimental songs sung by the former are admirably suited to her pleasant voice, while the humorous and catchy chorus songs of the latter, as well as her neat and graceful dancing, win over the spectators to such an extent that scores are frequent and imperative. A new and attractive programme has been arranged for this week, including the Coronation Procession in London film.

WEATHER REPORT.

On the 15th at 6.30 p.m.—Black Cone and Drum hoisted.

On the 16th at 6.00 a.m.—Black Drum hoisted. At 11.55 a.m.—The barometer has fallen moderately over Formosa and the S. and S.E. coasts of China, and risen a like amount in Manila.

The typhoon is situated to the N.E. of Pratae. At present it appears to be moving towards N.N.W. and the coast in the neighbourhood of Swatow is threatened.

The depression in the North remains over Manchuria, and high pressure covers the Pacific in the vicinity of the Bonins.

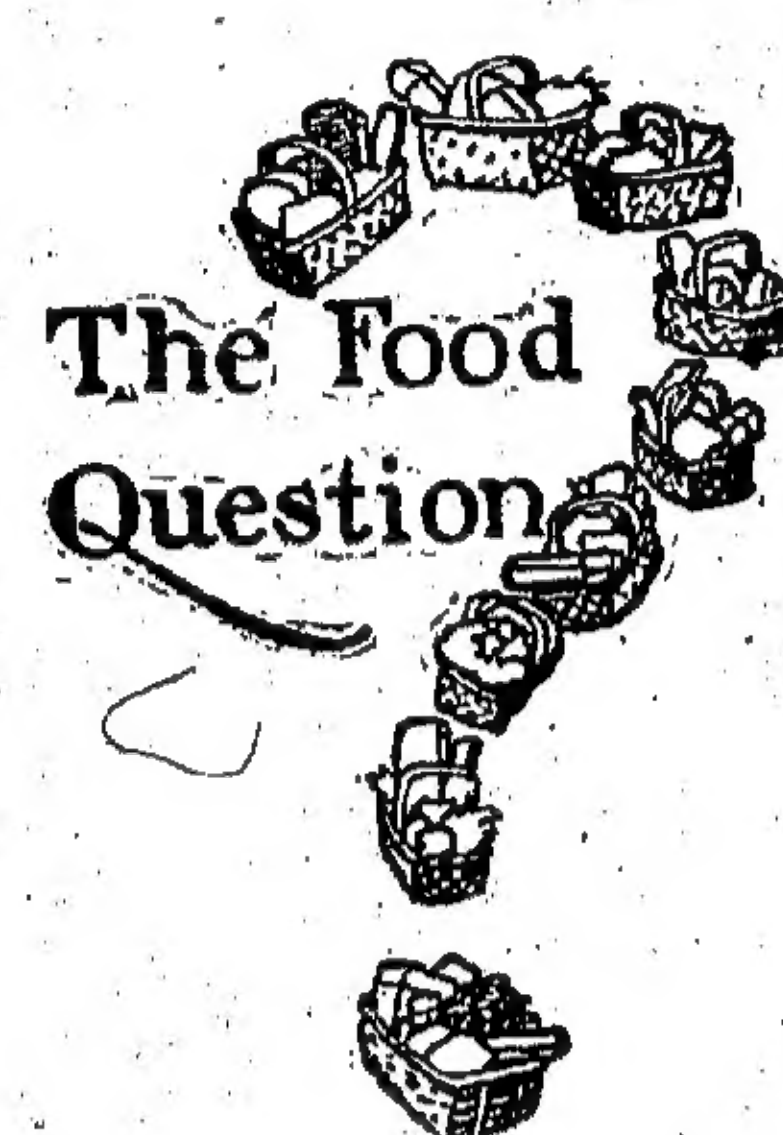
Bad weather may be expected over the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong & Neighbourhood	N.W. to W. winds; strong, equally, fine at first, thunder showers later.
Formosa Channel	Cyclonic gales.
South coast of China between Hongkong and Liancocks	N.W. and W. winds, strong to a gale.
South coast of China between Hongkong and Liancocks	W.S. and W. winds, moderate.

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THE CORONATION

LONDON'S WELCOME.

PICTURESQUE CEREMONY AT
TEMPLE BAR.

[FROM "THE TIMES" OF JUNE 24.]

The most picturesque and dramatic incident of the whole Progress was witnessed at Temple Bar, where the Lord Mayor of London awaited the arrival of their Majesties and welcomed them as they entered the confines of the City. To watch this pleasant little episode was to understand why foreigners have such a vast respect for the Lord Mayor. His office appeals to their imagination, and they perceive both its glamour and its dignity. To them, as he ought to be to us, the Lord Mayor is an historic figure, a symbol of the ancient traditions and liberties of England. They esteem the office with its resonant title, and truly it is an office closely and proudly interwoven with the earlier history of this country. Yesterday's ceremony at Temple Bar was a tribute to the venerable privileges of the City, and carried one back to the days when the relations between the King and the merchants and bankers living in the heart of London were often of vital moment. It was like a page torn out of medieval history, both in its outward aspect and in its inner significance. Moreover, it had the advantage of a perfectly appropriate setting. The Law Courts are already touched by the hand of Time; some of the neighbouring buildings are grey with age; the very narrowness of Fleet-street suggests antiquity, and the illusion of mediævalism was heightened by the bright colour of uniforms and decorations.

The Gordon Highlanders, not showing quite so many war medals as that famous regiment usually displays, had lined the road on both sides of Temple Bar. Their pipers had marched up and down, skirling vigorously, to the huge delight of the crowd. Suddenly, far away down Fleet-street, the Lord Mayor was seen approaching on horseback, attended by the principal City officials. He was bareheaded, and was acknowledging the salutations of the spectators. As he reined up at the boundary he looked a most representative of the greatest city in the world. He was wearing, over his official dress, a magnificent cloak of crimson velvet and ermine, and carried the three-cornered hat which he had worn on an earlier day. With him were the Serjeant-at-Arms, whose long row of glittering war decorations contrasted strangely with his wig and gown; the Sword-bearer in his tall fur cap, carrying the famous Pearl Sword; and the Sheriffs in scarlet and gold. The little party of horsemen all rode well, and the Lord Mayor bore himself, both on horseback and on foot, with a quiet dignity which was extremely impressive. It is not every City alderman who can seem to ride straight out of the Middle Ages on these historic occasions, without giving the slightest suggestion of incongruity. Sir Vesey Stretcher, an ideal Chief Magistrate in manner, attributes, and he made one feel that he would have been equally at home, and equally invested with distinction, in the twelfth century as in the twentieth.

AN ENTHUSIASTIC WELCOME.
After dismounting the Lord Mayor and his companions entered Child's Bank, where the proprietors, fortunate in that their premises are exactly opposite the site of Temple Bar, had hospitably provided seating accommodation for a number of their friends. Soon afterwards the Dominion Procession came in sight, and his Lordship, with his officers, took up a position on foot in front of the bank. The Lord Mayor's profound salutation to each of the Dominion Premiers, to the other overseas statesmen, and to the Indian Princes who followed, was not acknowledged in all cases as it should have been. The reason apparently was that most of the distinguished people in the Procession were unaware that the Lord Mayor was stationed at this particular point, and often did not see his bow of greeting. Mr. Fisher, the Prime Minister of Australia, was a notable exception, and he responded with a salute equally profound and seemingly. It was one of these little points which ought to have been explained beforehand, and is for that reason noted here. Lord Roberts, who never makes omissions, greeted the Lord Mayor with marked emphasis. The great soldier was received with far more enthusiasm than anybody in the Procession except his Majesty. Lord Kitchener, in close attendance on the Royal carriage, for once escaped popular recognition, for at the moment he appeared the people had no eyes save for the King and Queen. Next to the roar of cheers for Lord Roberts, the most remarkable feature of the welcome offered by the public was the fervour with which the Indian notables were hailed. Not only the Maharajahs, but the Indian officers also, seemed great favourites.

PRESENTATION OF THE SWORD.
Thunderous applause heralded the approach of the King and Queen. Their Majesties were visibly touched at the moment of entering the City by the joyous acclamations of their subjects. They were both smiling with manifest pleasure when their carriage crossed Temple Bar, and halted abreast of the Lord Mayor. Advancing and bowing low, the Lord Mayor presented to the King the great Pearl Sword, which he held with both hands. The scabbard of the sword is richly ornamented with pearls. His Majesty bent his hand upon the sword while the Lord Mayor, still holding it before him, addressed him. He said:—
I have the honour to surrender to your Majesty the sword of your ancient City with an humble expression of loyal and affectionate attachment to your Majesty's Person and Throne of all its citizens, together with their most sincere wishes and earnest prayers that the great solemnity of yesterday may be followed by a long, happy, and prosperous reign of your Majesty and your gracious Consort, the Queen.
The King, returning the sword, replied:—
I thank you for your kind words. I am very glad indeed to come through the City.
The Royal carriage remained halted while the Lord Mayor and the City officials remounted their horses, and took their places in the Procession. Meanwhile the King had noticed Sir Benjamin Stone, the official photographer, standing beside his camera on a table at the side of the road, and gave him a salute of recognition. As the Procession once more moved on, cheers again rent the air.

THE ROUTE TO ST. PAUL'S.
Viewed either from the eminence of the western steps of St. Paul's, or in the opposite direction, from the wall of Ludgate Circus, the scene through which their Majesties passed on their way to the heart of the City was one to gladden the eye and stir the emotions. There were cheering and delighted crowds everywhere. The people stood in masses in the broad spaces of the Circus itself. They stretched in

two thick black lines, red-bordered by the soldiers, from the Circus to the top of Ludgate-hill, where the "corte" was closed by Wren's magnificent Cathedral. They crowded every window in every shop and office and warehouse on the hill and in the great circle of St. Paul's Churchyard; and they stood often at a dizzy height and sometimes, as it seemed to the spectators looking up from the secure footing of the pavements, in very precarious positions, behind the coping stones and balustrades of every roof and even on the chimney stacks themselves.

The general public was excluded from St. Paul's Churchyard. From the point of view of physical comfort, and still more of personal safety, this was a wise precaution. The pavement on the south side of the Cathedral, the side along which the Procession passed into Cannon-street, is very narrow, and the difficulty of regulating and controlling within its restricted limits such a gathering of people as might naturally have been expected on so great an occasion determined the decision of the authorities to close it except to a few privileged persons. But, notwithstanding this exclusion, thousands of men and women witnessed the Procession as it swept on its glittering way through the Churchyard. Hundreds of people were accommodated on the western steps, while many others stood on the portico above the great west door. And from both these positions these fortunate spectators commanded what was, perhaps, the finest view of the brilliant cavalcade which was obtained on any part of the route. They saw it, a mass of colour, glistering steel, nodding plumes, and fluttering pennons, as it made its stately way up Ludgate-hill, and they saw it, turning into the Churchyard, its various details were unfolded as in a magnificent moving panorama. From the western steps they stretched a stand which embraced practically the whole of the south side of the Cathedral. Here between two and three thousand people found accommodation, while from the windows of the lofty warehouses which encircle St. Paul's with a girdle, hundreds of others looked down upon the stirring pageant and added their voices to the shouts of loyalty and affection which went up from the thousands on the Cathedral stand.

As their Majesties rode by the great hall of St. Paul's crashed out their welcome and filled the air with a din which almost overpowered the sound of the people and the music of the band as it saluted the King and Queen with the National Anthem. Something arrested the attention of his Majesty as the State carriage drove level with the Cathedral, and it was noticed that he made a hurried remark to the Queen. But, what with the clanging of the bells, the brazen notes of the band, and the shouts of the people, so great was the roar that the Queen failed to hear his Majesty's words, and she was obliged to lean towards him whilst they were repeated. And it was to the accompaniment of these resounding, if somewhat inharmonious, sounds that their Majesties drove past St. Paul's and entered Cannon-street. Along Cannon-street and Queen Victoria-street to the Mansion House their Majesties received an enthusiastic greeting. The barriers gateway at the entrance, the sight of the war-houses beyond, and the guard of soldiers along the route gave to Cannon-street a much narrower appearance than usual, and the cheering crowd lining the pavement seemed very near to the Royal carriage. Above the barrier a large red banner stretching across the road offered a welcome to the King and Queen to the City, one of the busiest parts of which they were approaching, while further on the honours and ancient Guilds of the City of London took their share in greeting their Majesties. In Queen Victoria-street the King was observed to note with interest the angel with outstretched wings and a laurel wreath in either hand which was suspended high overhead.

THE MANSION HOUSE.
The Procession entered the great central open space of the first City of the Empire where stand the Mansion House, the official residence of the Chief Magistrate, the Bank of England, the Royal Exchange, the offices of great insurance companies, banks, and other business and commercial premises; where too, converge all the main cross roads of this bustling City, each rolling, on ordinary working days, its over-flowing stream of traffic into one conglomerate mass in the centre. Through all this the pedestrian who despises the protection offered by the modern device of subways has to thread his way, but yesterday all these streams were dammed towards their sources at a very early hour, and the whole site was given over to the arrangement of a fitting reception of their Majesties on their progress. At the Mansion House itself a large party were entertained by the Lord Mayor and filled the balcony under the portico as well as every window from which a view of the Procession could be obtained. On the roof of the Bank of England a large covered stand had been erected and several hundred ladies and gentlemen were seated here, while the steps of the Royal Exchange, though some distance back from the route, were fully occupied. From every window in the building of the Greaham, the Equitable, and the Liverpool, London, and Globe Insurance Societies and of the Union of London and Smith's Bank expectant hundreds looked down on the animated scene below, in which they found plenty to interest them during the long hours of waiting, the chief event being the departure of the Lord Mayor's party for Temple Bar about half-past 10. There was really no serious overcrowding in the immediate vicinity of the Mansion House, and it was generally possible to move about with comparative comfort behind the fringe on the pavements, though there was a certain amount of congestion at the corner of the building next to King William-street. The route round and about the Mansion House, the Royal House of Commons, the Royal Artillery, the First County of London, the Westminster Dragoons, and the City of London (Rough Riders) Imperial Yeomanry being drawn across Walbrook and Cheapside. The Band of the 2nd Battalion King's Royal Rifle Corps played during the morning.

The passage of the Colonial and Indian Processions aroused great enthusiasm, though their advent had been immediately preceded by a really heavy shower of rain. As the splendid contingents filed past they seemed to bring home to the spectators the full realization of the greatness of the Empire, and the Ministers from the Dominions over the sea must have been deeply moved by the extraordinary warmth of their reception in the heart of the City of London.

But the climax was yet to be reached. The rain cleared away and in brighter surroundings the head of their Majesty's Procession was soon discerned in Queen Victoria-street. Loyalty was bubbling over in the delighted, smiling faces all round, and as the Royal carriage passed a cheer broke forth such as has seldom if ever been heard in the City of London. Smiling and bowing their acknowledgments to this magnificent reception, their Majesties passed on in their progress.
THE WAY TO LONDON BRIDGE.
Doubts as to the precise moment at which the Procession was to enter the Mansion House and London-bridge would be closed led to the influx at an early hour of practically all the people who were permitted by the police to view the procession from all in many

respects, very interesting portion of the route. The banners of various City Companies were suspended across King William-street, intermingling with the festoons, and prepared the way for a fitting climax, just at the end of the street, at London bridge, in the hall of the Fishmongers' Company. The first real evidence of the ceremony of the day was afforded by the arrival of Infantrymen to line the route and, later, Lord Kitchener passed along in a motor car, obviously taking in every detail at a glance. His lordship had a hearty welcome at many points. Much earlier than had been expected the head of the Procession arrived at the top of King William-street. Greeted by a burst of cheering it made its way to London-bridge at a moderate pace. His Majesty recognized the Fishmongers' Company, of which he is a member, in a special glance at their Hall, and Field-Marshal Sir Evelyn Wood, himself a member of the Court of the Company, also recognized, and pleasantly acknowledged, an enthusiastic welcome from the Company. On the Fishmongers' Company's stand was Captain E. B. B. Towse, V.C., a Fishmonger, who lost his sight in his country's service.

IN "THE BOROUGH."

WELCOME FROM SOUTH LONDON.
Leaving the cheering, well-dressed City crowds, the King and Queen proceeded over London Bridge to South London. At the beginning of the Bridge they passed under a triumphal arch. From the bridge itself the public was excluded, and its stillness furnished a striking contrast to the scene beyond. A detachment of the Borough Police, not stronger and deeper than anywhere in London, at least the capacity for demonstration seemed to be. The Borough High-street was radiantly adorned, and the blaze of colour was not less cheerful because the loyalty of some of the residents sometimes triumphed over their art. Outside the Passmore Edwards Public Library, where the King and Queen halted to receive an Address from the South London Borough Council, there was a guard of honour furnished by the 24th (County of London) Battalion the London Regiment (The Queen's). The Mayor and Town Clerks of Battersea, Bermondsey, Camberwell, Deptford, Greenwich, Lambeth, Lewisham, Southwark, Wandsworth, and Woolwich were in their places, in their official robes, at an early hour. They were accommodated on a large stand which had been erected outside the library. For them and many other guests the long period of waiting was pleasantly relieved by the hospitality of the Mayor of Southwark, while an even more inclusive entertainment was provided by the band of the Royal Infantry Fusiliers. The entire crowd was in great good humour, despite a drizzling shower.

As the first section of the Procession was passing the Mayor of Southwark led the way from the stand across the pavement to a platform which had been erected in the road. He was followed by the Bishop of Southwark and the Mayors of the other Boroughs. These took positions on the further side of the platform, while in three rows behind each of them were the Town Clerk, an Alderman, and a Councillor of each Borough.

ADDRESS FROM SOUTH LONDON.
The King and Queen had a magnificent reception. As soon as the carriage stopped the Mayor of Southwark stepped forward and handed the Address of the South London Borough Council to the King. The Address contained the following paragraph:—

We rejoice that his Majesty, in initiating extensive improvements in the estates in South London of the Duchy of Cornwall to the great benefit of the inhabitants, especially those of the poorer classes, has shown a practical appreciation of one of the most important branches of local government.

THE KING'S REPLY.
The King received the Address with a salute, and handed to the Mayor the following reply:—
Your loyal and dutiful Address has greatly added to the pleasure of the loving welcome given us by the inhabitants of the South London Boroughs.

The Queen and I are grateful to you for your appreciation of the efforts we make to know and understand the interests of all our subjects. It is our earnest wish that the most distant of our Dominions may feel that they are as much within our thoughts and our care as the heart of the great Capital which we traverse to-day.

By the improvement in the South London estates of the Duchy of Cornwall, to which you make such generous reference, I hope to do something locally to mitigate and alleviate the conditions under which so many of the poorer classes dwell, which as many of you take for the improvement of the condition of the people and in the discharge of all the heavy responsibilities which are involved in the municipal government of the Metropolis.

If your good wishes and prayers are realized, we hope to have occasion in future to assure you of our personal sympathy in your work, and we know that we shall never fail to find the same loyalty and dutiful affection that have hitherto characterized your relations with the Throne.

The Mayors of Lambeth then advanced to the carriage and presented a bouquet to the Queen on behalf of the Mayors of the South London Boroughs. Each act in the brief scene was accompanied by tremendous outbursts of cheers. During the exchange of communications between the King and the Mayor the crowd began a fortissimo rendering of the

Continued on page 6.

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Star of Eva.
You are my Girl-ski.
There are Nice Girls Everywhere.
Jean from Aberdeen.
John.
Willie's Woodbine.
Save a little one for me.

She Sells Sea Shells.
Put me on an Island.
I do like to be beside the seaside.
I've found Kelly.
When you're married, Girls.
I'd rather be beside the fire.
Down came the Blind.
Let me have a look at it.
I Know of Two Bright Eyes.
Three Fishers went Sailing.
I'll sing the Songs of Araby.
Nirvana.
Hurrah for the Highlands.
Scotland Yet.
The Whispering of the Flowers.
Eton Boating Song.

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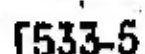
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SHANGHAI, MOJI, KOBE & YOKOHAMA	ALESIA...	Ger. str.	k. w.	Olof Wilt & Co., LTD.	OLOF WILT & CO., LTD.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	Hamburg-America Line	HAMBURG-AMERICA LINE
SHANGHAI...	TSILWONG	Dut. str.	—	P. & O. S. N. Co.	P. & O. S. N. CO.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	Jaya-China-Japan Line	JAYA-CHINA-JAPAN LINE
AMOY & NINGPO	LUCHOW	Brit. str.	1 m.	Osaka Shosen Kaisha	OSAKA SHOSEN KAISH

EST ASIATIQUE FRANCAIS PORTLAND & ASIATIC S.S. CO.

MESSAGERIES MARITIMES, AGENTS.
MAIL SERVICE TO AND FROM
TONKIN
in 53 hours.

S.S. "**SI-KIANG**," Capt. E. de Catalano.
(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on **WEDNESDAY**, the 19th July, 1911, at 9 A.M.
For Passages and Freight, apply to
P. THOMAS, M.M. Co.'s AGENT.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec.

"EMPERESS OF JAPAN" SAT., 22nd July	"ALLEN LINE" FRIDAY, 18th Aug.
"EMPERESS OF CHINA" SAT., 12th Aug.	"EMPERESS OF BRITAIN" Fri., 8th Sept.
"EMPERESS OF INDIA" SAT., 2nd Sept.	"ALLEN LINE" FRIDAY, 29th Sept.
"MONTAGIE" TUESDAY, 12th Sept.	
"EMPERESS OF JAPAN" SAT., 23rd Sept.	"EMPERESS OF IRELAND" Fri., 20th Oct.
"EMPERESS OF CHINA" SAT., 14th Oct.	"ALLEN LINE" FRIDAY, 10th Nov.

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

"Montegie" " "

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatin "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through-route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers) " \$43 " " \$45.

and let Class Railway) " " " "

First Class route to London includes car of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R. S. "MONTAGIE," rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to Expedition Officers in the Service of China and Japan Governments. Full particulars as to application from Agents.

For further information Make, Routes, Handbills, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China.

Former Peider Street and Fraser, opposite Blake Pier.

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

**OREGON-WASHINGTON RAILROAD
AND NAVIGATION CO.**

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to			
FRED J. HALTON,			AGENT.
King's BUILDING, (Opposite Blake Pier).			94

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINE.

	FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON.	}	"PRENZESS ALICE,"	Capt. P. Grosch, 20,300	{ Wednesday 26th July at Noon
ANTWERP and BREMEN				
SHANGHAI TIENTSIN KOBÉ and YOKOHAMA	}	"KLEIST."	Capt. L. MAASS, 17,000	{ About 26th July.
KUDAT and SANDAKAN ...	}	"BORNEO"	5,000 Capt. F. SEMBELL	{ Thursday, 26th July, at P.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For Further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 15th July, 1911.

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PHILIPPINES S.S. CO.

STRAINSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th July, 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 31st July, 4 P.M.

For Freight or Passage, apply to
HONGKONG, 12th July, 1911

SEHEWAN, TOMES & Co., General Managers,
PHILIPPINE S.S. Co. 15



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA,
AND KOBE.
THE Company's Steamship
"NIPPON."
Captain Tarabochia, will leave for the above
places TO-MORROW, the 18th inst., p.m.
This Steamer has capital accommodation for
passengers, Electric Light, carries a Doctor
and a Stewardess.
For Freight or Passage, apply to
SANDER, WHEELER & Co.,
Agents,
Prince's Building.
Hongkong, 12th July, 1911. [3

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS. CEYLON.
AUSTRALIA. INDIA ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA
PORTS.

THE Steamship

"ASSAYE."

Captain E. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 22nd July, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "INDIA," 7,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong for
Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. PRINCE, due in London on the 3rd Sept. 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are retained.

For farther particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 10th July, 1911. [L



AUSTRIAN LLOYD'S STEAM NAV.
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID.
[Taking Cargo at through rates to the PERSIA
GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"PERSIA"
Capt. Cilunak, will be despatched as above on
SATURDAY, 22nd July, at Noon
This Steamer has capital accommodation for
passengers, excellent cuisine, electric light,
electric fan and carries a doctor and a stewardess.
For information as to Passage and Freight
apply to
SANDEE, WIELER & Co.,
Agents,
Princes' Buildings,
Hongkong, 7th July, 1911. [5]



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INVERCLYDE," On or about 27th July

For freight and further information
apply to—

SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 4th July, 1911. [906]

"SHIRE" LINE OF STEAMERS, L.T.M.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"PEMBROKESHIRE"
Capt. W. Barrett, will be despatched as above
about 8th August.
The attention of Passengers is directed to the
excellent accommodation offered by this
Steamer at Cheap Rates.
A Doctor and Stewards are carried, and
Cabinets have Electric Fans.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 12th July, 1911 [929]

NOTICE TO KOWLOON RESIDENT

EXTRA COPIES of Daily Press are on
Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf.
Messrs. H. BUTTONJEE & SONS, Kow-
loon Store, No. 36, Haiphong Road.
Messrs. HUNG CHEONG, Haiphong Road.
Mr. AH YAU, Hongkong Stall, Ferry Wharf.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	13 A.M.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 22nd July	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES	SOCOTRA	About 27th July	Freight only.
LONDON AND ANTWERP	SIMEA	About 26th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SARDINIA	SARDINIA	About 10th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY AND NINGPO	LUCHOW	On 17th July, 4 P.M.
HAIPHONG	SUNGKIANG	On 18th July, 10 A.M.
SWATOW, TSINGTAU, WEIHAI	KUEICHOW	On 18th July, 4 P.M.
WEI CHEFOO AND TIENTSIN	"TAMING"	On 18th July, 4 P.M.
MANILA, CEBU AND ILOILO	"ANHUI"	On 20th July, 4 P.M.
SHANGHAI	"CHENAN"	On 22nd July, 4 P.M.
MANILA, CEBU AND ILOILO	"TIAN"	On 24th July, 4 P.M.
SHANGHAI	"LINAN"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE—FAST SCHEDULED TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Y.Z.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 45 SINGLE and 80 RETURN. TELEPHONE 36
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. [10]

Hongkong, 17th July, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Bosch	TUESDAY, 18th July, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 21st July, at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 25th July, at 1 P.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th July, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. AMERICA ... 28th July	S.S. SILVIA ... 22nd July
S.S. ALBIA ... 9th Aug.	S.S. HAVRE, BREMEN & HAMBURG: ... 2nd Aug.
S.S. RHENFELS ... 25th Aug.	S.S. SPECIA ... 2nd Aug.
S.S. SUEVIA ... 5th Sept.	S.S. LIBERIA ... 7th Aug.
S.S. SACHSEN ... 20th Sept.	S.S. ROTTERDAM & HAMBURG: ... 12th Aug.
S.S. BAYERN ... 5th Oct.	S.S. SEGOVIA ... 12th Aug.
	S.S. SAKONIA ... 17th Aug.
	S.S. SILESIA ... 21st Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th July, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	MAUSANG	Monday, 17th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 17th July, Noon.
TIENTSIN	TSINGTAU	Saturday, 22nd July, Noon.
WEIHAIWEI	"CHEONGSHING"	Saturday, 22nd July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.
MASSARA	"LOONGSANG"	Saturday, 29th July, 2 P.M.

RETURN TOURS TO JAPAN

(OCCUPYING 24 DAYS).

The Steamers "KUSANG", "KASANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Singapore, Two Tuluan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]

Hongkong, 17th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO	FARE
SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (GROSS REG.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TAOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept. at 11 A.M.
VICTORIA, B.C. & TACOMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamers. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 19th July, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B. BEER.

Fresh from the Brewery.

"Just Try It"

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 18th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS; £120; 24 MONTHS; £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via New York " " £43.

HONGKONG to SAN FRANCISCO " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Muri	9,000	WED'DAY, 19th July, at Daylight
	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 2nd Aug., at Daylight
	IYO MARU Capt. E. Takeda	7,000	WED'DAY, 15th Aug., at Daylight
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	TOSA MARU Capt. Tozawa	6,000	WED'DAY, 19th July
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 20th July, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 25th July
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug., at Noon

† Calling at Dili. * Carries Deck Passengers. † Cargo only.

§ Fitted with New System of Wireless Telegraphy.

CHEAPEST SUMMER RATES

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With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

41-40.

T. KUSUMOTO, MANAGER.

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[24]

TEPLITZ WATER

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Hongkong, 14th July, 1911.

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MANUFACTURER OF
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and UNION CASHMERES.

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Hongkong, 14th July, 1911.

Hoehl

Extra Dry
goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 14th July, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Dumbas, with the Siberian Mail, is due to arrive here to-day.

The Yarra, with the French Mail, left Saigon on Saturday, the 15th instant, at 8 a.m., and is expected to arrive here to-morrow.

FOR	PER	DATE
Tourane and Quinhon ...	Helene	Monday, 17th, 9.00 A.M.
Swatow and Dali ...	Signal	Monday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta ...	Namsang	Monday, 17th, 11.00 A.M.
Sandakan ...	Mausang	Monday, 17th, 11.00 A.M.
Hoihow and Haiphong ...	Carl Diederichsen	Monday, 17th, 11.00 A.M.
Macao ...	Sui Tai	Monday, 17th, 1.15 P.M.
Amoy and Ningpo ...	Luehow	Monday, 17th, 3.00 P.M.

Haiphong ... Sunghang

EUROPE, &c. INDIA VIA TUTTUCHORIN.

Late Letters 11.00 to NOON. Extra Postage 10 cents.

Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

Swatow, Amoy and Foochow ...

Mantle, Cebu and Iloilo ...

Swatow, Tientsin, Weihaiwei, Otsufo, and Tientsin ...

Shanghai, Yokohama and Kobe ...

Shanghai, Nagasaki, Kobe and Yokohama ...

SIBERIAN MAIL TO EUROPE

Singapore, Penang and Colombo ...

Pakhoi ...

Fort Rayard and Haiphong ...

Shanghai ...

SIBERIAN MAIL TO EUROPE

Shanghai ...

Manila, Cebu and Iloilo ...

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO ...

Swatow, Amoy and Foochow ...

Tientsin, Weihaiwei and Tientsin ...

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle ...

EUROPE, &c. INDIA VIA TUTTUCHORIN.

Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.

(Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

The Parcel mail will be closed on Friday, 21st inst., at 5 p.m.

Manila ...

(Taking Mails for Cebu and Iloilo) ...

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)

SIBERIAN MAIL TO EUROPE ...

Shanghai ...

Keelung, Shanghai, Kobe, Yokohama, Victoria and Tacoma ...

Swatow, Amoy and Foochow ...

Manila, Cebu and Iloilo ...

Shanghai ...

(Taking Mails for Cebu and Iloilo) ...

Manila, Cebu and Iloilo ...

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

July 15th.	
ON LONDON:—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS:—	
Bank Bills, on demand	227 1/2
Credits, at 4 months' sight	231 1/2
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY:—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA:—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SHANGHAI:—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:—	
On demand	58 1/2
ON MANILA:—	
On demand	77 1/2
ON SINGAPORE:—	
On demand	108 1/2
ON HONGKONG:—	
On demand	11 1/2
ON HAIPHONG:—	
On demand	84 1/2
ON BANGKOK:—	
On demand	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.05
GOLD LEAF, 100 fine, per tola	\$57.40
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$7.25 discount.
Chinese	10 " \$7.62 "
Hongkong	20 " \$6.99 "
Hongkong	10 " \$7.42 "

SHARE LIST.—QUOTATIONS. HONGKONG, JULY 15TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1900, buyers
National Bank of China, Limited	99,925	\$7	all	\$81, buyers
China Bank, Limited	60,000	\$12	all	\$93, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, sellers
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7 1/2, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 67 1/2
International Cotton Spinning Co., Ltd.	125,000	Tls. 50	all	\$5 1/2, sal. & bu.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Laon-Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 53 1/2
Soy Chee Cotton Spinning Co., Ltd.	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2	\$	\$21 1/2, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50 1/2, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$57 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 84 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	\$33
Fawcett & Co., Limited	18,000	\$25	all	\$33, buyers
Green Island Cement Co., Limited	400,000	\$16	all	\$19 1/2
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$21 1/2, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$11 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$75
Manila Metropole Hotel Limited	8,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	15,000	\$20	all	\$18, buyers
Hongkong Ropes Manufacturing Co., Limited	60,000	\$10	all	\$18 1/2, buyers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7 1/2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$203
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120, buyers
China Marine Insurance Co., Limited	24,000	\$53.33	\$25	\$105
China Trading Insurance Co., Limited	8,000	\$250	\$50	\$335
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 170, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, sal. & sel.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, @ Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$95, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$61
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700
Ranch Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	50,000	\$10	\$1	\$110, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luxon Sugar Refining Co., Limited	20,000	\$100	all	\$90, buyers
STEAMSHIP COMPANIES.—				
China and Malacca Steamship Co., Ltd.	7,000	\$100	all	\$22 1/2, buyers
Hongkong Steamship Co., Limited	30,000	\$25	all	\$103, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	20,000	\$50	all	\$19, buyers
Indo-China Steam Navigation Co., Ltd.	80,000	\$15	all	\$31
Shell Transport & Trading Co., Limited	60,000 pref.	\$25	all	\$63 1/2 (Lond. buyers @ 5 1/2)
Star Ferry Company, Limited	60,000 def.	\$1	all	\$5
South China Morning Post, Limited	2,500,000	\$1	all	\$25, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$16, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	5,000	\$25	all	\$25, sales
Watkins, Limited	1,200	\$10	all	\$9, buyers
A. S. Watson & Co., Limited	15,000	\$7	all	\$34, buyers
Weismann, Limited	10,000	\$10	all	\$5, sellers
H. Price & Co., Ltd.	90,000	\$10	all	\$6, buyers
United Asbestos Oriental Agency, Limited	3,000	\$10	all	\$12, buyers
Union Waterboat Co., Limited	15,000	\$10	all	\$12, buyers

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Para Rubber in London ...

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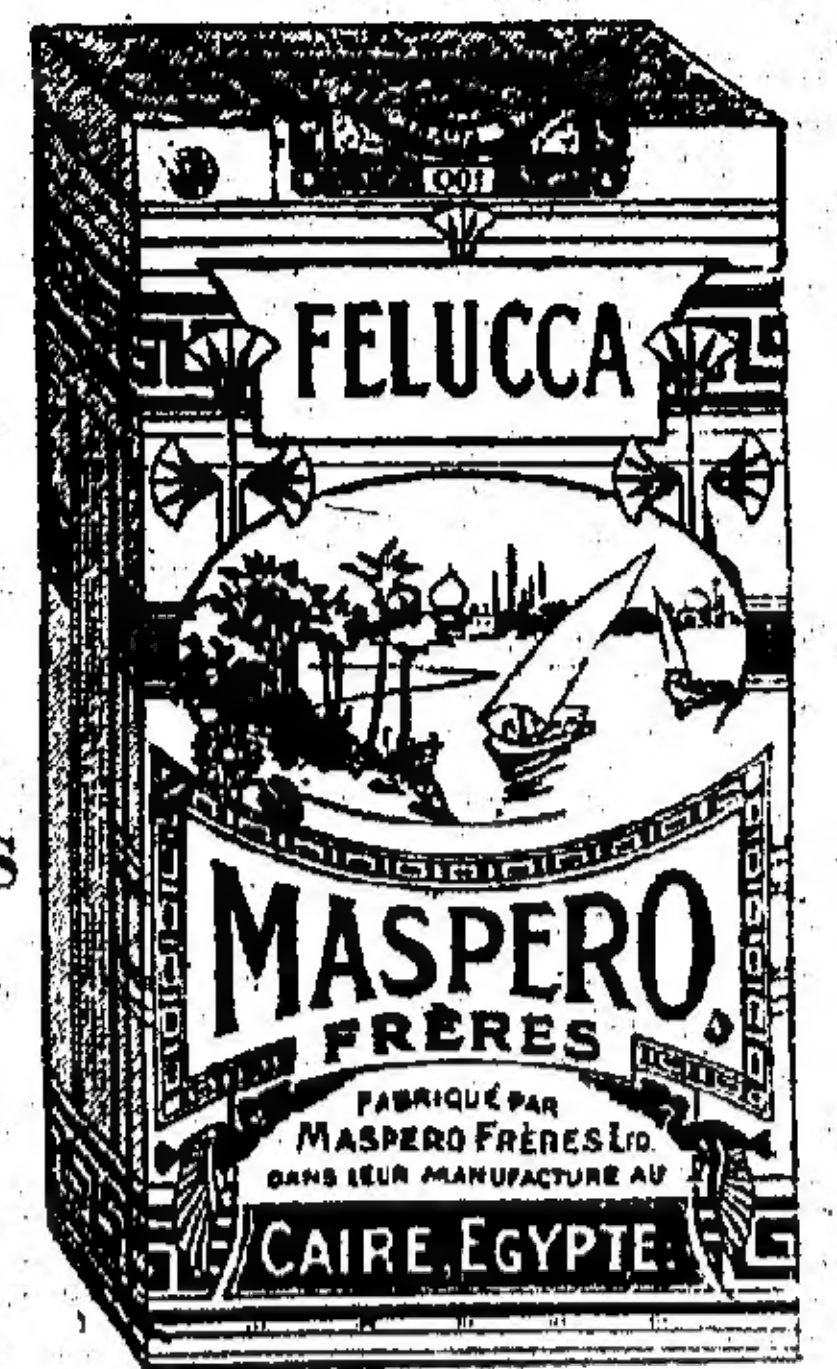
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HONGKONG.

TO-DAY

9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Thursday, 20th July—Lecture on Christian Science by W. D. McCracken, M.A., C.S.B., at Theatre Royal, 6 P.M.

Monday, 24th July—Meeting of Hongkong General Chamber of Commerce at City Hall, 4 P.M.

Tuesday, 8th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.

OPIUM.

July 1st.

Quotations are—

Malwa New ... \$2,200/2,250 per picul.

Malwa Old ... \$2,280/2,300

Malwa Older ... \$2,320/2,350

Malwa V. Old ... \$2,360/2,400

Persian fine quality ... \$1,175

Persian extra fine ... \$2,025

Patna New ... per chest

Patna Old ... \$2,450

Banarase New ... \$2,465

Banarase Old ... \$2,460

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